

CORRESPONDENCE.

We do not hold ourselves responsible for the statements made, or opinions expressed by our correspondents.

Affairs at Hilo.

Mr. Eason: Hilo is really gaining notoriety. Another murder. A native butcher one of his countrymen and tries to kill a South Sea Islander. We are having too much of this sort of amusement—five murders in five months is rather overdoing the thing.

That bit of road near the Hilo saloon is yet in process of construction. Three months have already been consumed, and a large force kept constantly employed, consisting of four or five men, two mules, one horse and five yoke of oxen—all this on 300 feet of road. The cost of this precious experiment, thus far, is said to be six hundred dollars. The joke of the thing is, they have not succeeded in making a road. I wish you might witness the five yoke ox team laboriously wending their way toward the new road, hauling a little two-wheel cart containing three or four wheelbarrow loads of muck gathered from the sides of the streets. This material is used in constructing the main business street of the town. The road experiment is far from being completed. It is said an ice machine is to be employed for the purpose of freezing the mud. They say it is important the road should be hardened. As money is plenty, and roads are scarce, by all means let the freezing machine be tried. Hilo, December. SARGO.

Forest Preservation and Promotion.

Mr. Eason: I have seen a great many articles at different times in your paper about the destruction of forests on these islands, blaming Chinese contractors, plantation owners and any person else who happens to cut a tree. In my opinion nearly all the articles are wide of the mark aimed at, which is the perpetration of the forests, as the preservation of the old forests is almost impossible because they are dying and rotting to the ground—that is, at least, the case here on Maui. I cannot speak for the other islands, as I have not examined their forests, but I have had seven years' experience amongst those here, which has shown me that unless the old forests or a great portion of them are cut down and the land stripped of the jungle or undergrowth, it is only a matter of about fifty or seventy-five years when there will be a very small portion of valuable trees left, as it is the most valuable trees that are dying, such as koa, ohia and the mamani, and a very small proportion of young ones growing up. I account for it this way: the old trees being dead, the jungle or undergrowth if anything growing thicker in consequence, and not admitting any light or even room for young trees to grow up, as the vines are very thick and strong, and the seeds are exhausted, before the old trunks fall to the ground. Therefore, I think that if the forests are not handled systematically, it is only a matter of time when they will destroy themselves. The only practical way that I can see at present to procure the perpetration of the forests is to cut down the old trees, strip the land of jungle, let the timber or wood pay for the expense of clearing, but always allowing the young and thrifty trees to stand, and it is surprising to see the number of young trees that will spring up in a short time, especially koa trees, where it would not pay to cut the trees. I would advise turning in a lot of cattle to smash down the undergrowth and eat the vines, and any person of experience knows how quick they will do it and get fat on it. When this is done take the cattle out and fence them out, as it is impossible for young trees to grow where cattle are, for they will not only trample the young trees down but eat them. It might be suggested that the vines and undergrowth will grow up again faster than the young trees and kill them out, but that is not so. I mention this as being a cheap and practical way for the spontaneous growth of the forests. I think if this plan or a similar one were adopted there need be no fear of the destruction of our forests.

Makawao, Maui, Dec. 11, 1888.

Whether Is the Hawaiian Youth Drifting?

Mr. Eason: In June, 1887, the people of these islands took a grand step forward. It was a step for good government, for a government by the people and for the people. It was not for a party but for the nation, for the native Hawaiian as well as for the foreign born citizen. Every man born on the islands has the right to vote, and the people must see to it that the voters be brought up to be men of intelligence. Do we? As regards Honolulu and also the foreign born children we do, but as regards the Hawaiian native youth, which is by far the largest part, it is very doubtful if we do. We give them school houses, teachers and books—but—

Suppose His Imperial Majesty of Germany caught a mania for a universal language, and through his Department for Education ordered that from January next every common school in the Empire should teach in no other language than in English. All children from the seventh to fourteenth year had to learn the A B C in English, then spelling, next reading, and by slow degrees a little arithmetic, history and geography. All in English, the German language not to be allowed in the hours of school. At present the German common school education is the world's model, but these German-English pupils would no doubt turn out dunces.

There is only one highway for any child to intelligence. Block up that road, and intelligence is obtained with difficulty, more or less so, as the stopping the road is more or less complete. Go to a school for deaf and dumb and see what endless trouble such a child has to conquer what costs another child small effort. Such endless trouble would the German Emperor cause by his edict which of course he has too much sound sense to issue, and very much trouble do we cause the native Hawaiian children, if we force them to learn in English only. A child learns easily and quickly what it understands; it loses heart and mind where it does not comprehend. Try it,

my friends—for we are all friends—try to tell the children a story or a joke in French or German, or any foreign language; try to explain it and note how slowly or not at all they see the fun of it, even if they partly understand the language. It takes a bright mind to learn any lesson in a foreign tongue, and here are these Hawaiian children to take in all their learning in a foreign tongue. If they all went to a boarding school and heard nothing but English spoken for years, that of course would materially change the thing for the better, but that seems out of the question.

A native Hawaiian child comes for the first time to school. Nature has already gifted it with wonderful acquirements. It has taught the child a language, by which it can easily comprehend what it is told. How is the child received at school? Kindly, yes, of course, but as a stranger and accosted in a language it hears, maybe, for the first time. It is confused and each new day adds to the confusion, till after a long while it begins to understand and partly misunderstand its teacher, till the years in which it should have obtained some general knowledge have passed, and all that has been gained is a smattering in English.

The Hawaiian common school up to 1880 or later sent out intelligent pupils. Is it so now? If you speak the Hawaiian tongue, ask the intelligent Hawaiian parent, and your answer is, that the children do not comprehend what they have learned to speak in English; that they cannot read in their mother tongue; that they cannot frequent the Sunday school, as they cannot read; nor can they sing the Hawaiian hymns in the meeting. We all know what a potent educator a newspaper is, and some of the Hawaiian papers are quite good. The modern pupil of the English school cannot read it, nor can he read an English paper. Then go and speak with the children in their native tongue, and try to find out how far they have been taught. Intelligently. Foreigners who understand fully the Hawaiian tongue remark, that they of late find the Hawaiian children not as bright as formerly. Why? A friend tells me that a lad in his business knew neither English nor Hawaiian, though he had been for years in the best English schools on Kauai. But you say the Hawaiian language will die out anyhow. Of course it will, and the sooner the better, but let it die a natural death, and do not let us strangle it. Let us not allow ourselves, in our eagerness to introduce English, to endanger the education, the intelligence, and the friendly good feeling of a generation.

The race that has brought intelligence, knowledge and firmness of will to this kingdom must necessarily lead, but it should not oppress the untaught, half-civilized native. Reverse the rules, and make it necessary for every teacher, agent and inspector of schools, who has to do with Hawaiian children, to speak and understand the Hawaiian tongue, and to teach and explain in English by help of the Hawaiian. Such schools are wanted, as we had formerly, and as we have yet in Honolulu at Mr. Mackintosh's and maybe other schools.

The writer is so convinced that such should be the way of teaching Hawaiian children for their and our common interest, and that the contrary must lead to mischief, that he may have expressed himself too strongly, in which case, Mr. Editor, pray ask the public to forgive your servant.

VALDEMAR KROUSEN.

THE NICARAGUA CANAL.

A Panama View—Capitalists Enjoined to Count the Cost.

The Panama Star and Herald claims to be well-informed in representing that the maps of surveys on the Nicaragua Canal route are not approaching to such completeness as is requisite for an appeal to the world's money market for funds to make the great work. It says that the press of the very republic most concerned show little faith in the bona fides of the enterprise, and that they have cause for such want of confidence, in the fact that Mr. Menocal has entered into two distinct and, moreover, in a measure, antagonistic treaties or contracts with the two republics. The Star and Herald holds that a thorough knowledge of the ground is indispensable to a successful floating of the scheme, and that the surveys thus far made are not by any means a fulfillment of this requirement. Capitalists are reminded that, in order to hasten the completion of the Panama Canal, Count de Lesseps has modified his plans and determined to put in locks. And the Star and Herald comments:

"If here, on a short route, and one which is nearly completed, such a modification has been deemed necessary, how lengthy, how costly, and how far reaching should the surveys be prior to commencing a work of the magnitude of that by which it is proposed to cut through the hills of the Rivas Isthmus, to dredge out a channel through the ever shifting mud shoals of the Lake Nicaragua, and then to channel the tortuous, foaming, and noble San Juan river at its upper end, and dredge out the detritus which now closes its former mouth at Greytown."

The Panama paper goes on to say that, while the difficulties of the Nicaragua Canal are not insuperable, they are of a character which demands the highest class of engineering talent and repeated calls on the pockets of capitalists. It concludes: "The lesson taught by our Canal will no doubt serve as a guide for those who meditate indulging in the Nicaraguan scheme. They will learn from our Canal two lessons. Firstly, that repeated calls have been necessary, and, secondly, that our Canal will soon be open to commerce. Consequently intending investors in the Nicaraguan scheme will ask themselves, firstly, Can that Canal be built at the present estimate, and, secondly, Will it pay in competition with the shorter one at Panama now about to be opened?"

Central America.

Advices are to hand from Panama to November 10th. The accounts from Bolivia are conflicting. President Arce is issuing proclamations congratulating the people on the complete suppression of the rebellion, while private sources represent it as in full blast. A bloody affair, in which 137 persons lost their lives, is reported from the important city of La Paz, capital of the province of that name. Indians have killed several people in the Peruvian town of Huancabamba. The attempt to confederate the five Central American republics bids fair to be a failure.

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Moderate Prices, Good Quality, Hill Climbing, Safety, Speed, are features of merit which are sure to lead.

RECORDS FOR 1888.

L. A. W. meet at Baltimore, Md., three victories. Woodstock, Canada, professional track record, May 24. Binghamton, N. Y., one mile safety, and one mile team race. Toronto, Canada, three mile road wheel, and one mile safety race. Rochester, N. Y., one mile, open to all, track record, 2.44; three mile handicap; five mile, open to all, last quarter in 30 seconds—best on record; half mile dash, open to all, 1.15—best competition half mile on record; also, two mile, 6.45 class.

J. R. WELD, of Medina, writes:

"In a club of twenty 18 ride Springfield Roadsters, and still we want more."

REMEMBER OUR HILL CLIMBING RECORDS.

Eagle Rock, New Jersey, 12 times without a dismount. Corey Hill, Boston, 10 times without a dismount. Stickney Hill, Lynn, Mass., one time and return.

SHURMAN AT IT AGAIN.

The members of the Lynn Cycle Club took a trip down to Portland. The party comprised J. H. Young, J. H. Shurman, A. H. Carley, E. G. Borgholtz, J. F. Allen, J. F. Dow, J. H. Littlefield, A. W. Lewis and A. Wiswell. On their arrival in Portland, and after a good breakfast at the Preble House, the Portland Wheel Club took the visitors in hand for a run to Fronts Neck, a distance of some fourteen miles. On the way out the party passed Spruce Hill, an enterprise that has never been climbed by a cyclist. To the surprise of the Down Easters, Shurman announced that he would ride up the hill if any one of the Portland men would ride down. This was very promptly agreed to, as the local men thought the hill unrideable. Some of the men rode down the hill, as also did Shurman, and then on arriving at the bottom Shurman turned round and rode to the top, to the amazement of those who had never seen Shurman ride. This was on Sunday, and the achievement of the Lynn man made the locals anxious to see what the visitor could do with the Park Street Hill, a terror to Portland wheelmen, and one that has never been climbed more than twice in succession. So on Monday the party repaired to the hill, and after Carley, Allen and Littlefield had climbed it once and cried enough, Shurman went at it and went up and down six times without a dismount. To say that the Portland men were dumfounded is putting it mildly. Shurman rode his Springfield Roadster. (With some Portland reader kindly give us the grades of the Sparwick and Park Street Hills, and oblige? Ed. BICYCLE WORLD.)

We give you the facts. Draw your own inference. But remember our prices are moderate, our goods warranted against defective material and workmanship for one year; absolutely safe against headers, speedy and a good all around road wheel. CATALOGUE FREE.

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OF HARTFORD, CONNECTICUT.

CASH ASSETS JAN 1ST, 1884 : - \$1,411,894.41

Takes risks against Loss or Damage by Fire on Buildings, Merchandise, Machinery and Furniture on favorable terms. A. JAEGER, Agent for the Hawaiian Islands.

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Marine Insurance Company.

—OF BERLIN—

FORTUNA

General Insurance Company.

—OF BERLIN—

These Insurance Companies have established a General Agency here, and the undersigned, General Agents, are authorized to take

Risks against the Dangers of the Seas at the Most Reasonable Rates, and on the Most Favorable Terms.

1211 1/2 F. A. SCHAEFER & CO., General Agents.

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FIRE AND MARINE INSURANCE CO.

OF BOSTON, MASSACHUSETTS.

Cash Assets Jan. 1st, 1884 : - \$1,595,550.34

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—OF STETTIN—

[ESTABLISHED 1845.]

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In this country to a minimum rate, without any extra premium for residence in the Hawaiian Islands.

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—OF—

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ESTABLISHED 1809.

RECAPITULATION OF THE COMPANY'S ASSETS AT DEC. 31, 1886:

1—Authorized Capital.....£2,000,000

2—Subscribed ".....2,000,000

3—Paid up ".....625,000

4—Profit Fund and Reserves as at 31st December, 1886.....1,198,112

5—Life and Annuity Funds.....4,452,015

6—Revenue Fire Branch.....1,579,944

7—Revenue Life & Annuity Branches.....625,000

ED. HOFFSCHLAGER & CO.,

1211 1/2 Agents for the Hawaiian Islands.

The Liverpool & London & Globe

INSURANCE CO.

ASSETS : - \$31,161,000

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Have established an agency in Honolulu for the Hawaiian Islands, and the undersigned are prepared to write risks against

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On favorable terms. Detached dwellings and Speciality. Insured for a period of years, for two years in advance. Losses promptly adjusted and payable here.

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AGENTS for the Hawaiian Islands. C. BREWER & CO.

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HAMBURG FIRE INSURANCE COMPANY.

The undersigned having been appointed Agents of the above Company, are prepared to insure risks against fire on Stone and Brick Buildings, and on Merchandise stored therein, on the most favorable terms. For particulars apply at the office of F. A. SCHAEFER & CO.

1199 1/2

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at the Most Reasonable Rates, and on the Most Favorable Terms.

F. A. SCHAEFER & CO.

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Insurance Notice

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—OF NEW YORK—

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(INCORPORATED 1810.)

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Capital their Re-Insurance Companies 1,015,000

Total.....Reichsmark 107,000,000

NORTH GERMAN

Fire Insurance Company.

—OF HAMBURG—

Capital of the Co. & Reserve Reichs-

marks.....8,830,000